

1-25. (CANCELED)

26. (CURRENTLY AMENDED) A multi-stage transmission of planetary structure, in particular for a motor vehicle, ~~which comprises~~ comprising:

a drive input shaft (1) and a drive output shaft (2) arranged in a housing,

~~three single-web~~ first, second and third planetary gearset assemblies (P1, P2, P3),

at least ~~[[six]]~~ third, fourth, fifth and sixth rotatable shafts ([[1, 2, ]][3, 4, 5, 6) and ~~at least five shift elements (03, 04, 05, 13, 16) comprising only which consist of one or more of brakes and clutches; first, second and third brakes (03, 04, 05) supported by the housing and first and second clutches (13, 16) whose selective engagement two at a time produces various transmission ratios between the drive input and the drive output shafts that six forward gears and one reverse gear can be engaged,~~

wherein the drive input shaft (1) provides a drive input for the multi-stage transmission and is connected directly to a first one of a ~~solar sun~~ gear wheel ~~[[or to]]~~ of the first planetary gearset assembly (P1) and a web of ~~[[a]]~~ the first planetary gearset assembly (P1), the one of the web or solar gear wheel of the first planetary gear set (P1) can be one of put into rotationally fixed connection with or released from the housing by a second brake (05), a drive output takes place via a second

the drive output shaft (2) ~~which is connected to an annular gear wheel of the second planetary gearset assembly (P2) and to a web of the third planetary gearset assembly (P3) and forms a drive output for the multi-stage transmission,~~

~~[[a]]~~ the third shaft (3) is permanently connected to a web of the second planetary gearset assembly (P2) and to an annular gear wheel of the third planetary gearset assembly (P3),

~~[[a]]~~ the fourth shaft (4) is permanently connected to a solar sun gear wheel of the second planetary gear set (P2) and to an annular gear wheel of the first planetary gearset assembly (P1),

[[a]] the fifth shaft (5) is permanently connected to the second one of the web of the first planetary gear set (P1) [[or to]] and the solar sun gear wheel of the first planetary gearset assembly (P1), and ❖❖

[[a]] the sixth shaft (6) is permanently connected to a solar sun gear wheel of the third planetary gearset assembly (P3), such that ❖❖

the third shaft (3) can be coupled to the housing by [[a]] the third brake (03), the fourth shaft (4) can be coupled to the housing by [[a]] the first brake (04), [[a]] the first clutch (13) connects can couple the input drive shaft (1) [[and]] to the third shaft (3) to or releases them from one another, [[a]] the second clutch (16) connects can couple the input drive shaft (1) and to the sixth shaft (6) to or releases them from one another, and the second brake (05) connects can couple the fifth shaft (5) to the housing or releases the fifth shaft therefrom, such that ❖❖

the selective engagement of pairs of the five shift elements results in various transmission ratios between the drive input shaft (1) and the drive output shaft (2) so that six forward gears and one reverse gear can be engaged. ❖❖

27. (CANCELED)

28. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim [[27]] 26, wherein one of an electric machine or another suitable and an additional drive machine can be is arranged on a seventh shaft (0) associated with the housing. ❖❖

29. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein the first planetary gearset assembly is formed as a positive planetary gear\_set and the second and the third planetary gearset assemblies (P2, P3) are formed as negative planetary gear sets. negative planetary gear sets. ❖❖

30. (PREVIOUSLY PRESENTED) The multi-stage transmission according to claim 26, wherein at least one freewheel is inserted within the transmission.

31. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 30, wherein ~~the freewheels can be~~ at least one freewheel is inserted between at least one of the at least six rotatable shafts (1, 2, 3, 4, 5, 6) and the housing. ❖❖

32. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 25, wherein the drive input shaft (1) and the drive output shaft (2) are provided on a same side of the housing. ❖

33. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein the drive input shaft (1) and the drive output shaft (2) are provided on opposite sides of the housing. ❖

34. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein one ~~or more~~ of an axle differential and a transfer differential is arranged on one of a drive input side ~~[[or]]~~ and on a drive output side of the housing. ❖❖

35. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein a coupling element facilitates disengagement of the drive input shaft (1) ~~is disengaged from a drive engine by a coupling element.~~ ❖❖

36. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 35, wherein the coupling element is one ~~or more~~ of a hydrodynamic converter, a hydraulic clutch, a dry starter clutch, a liquid starter clutch, a magnetic powder clutch ~~[[or]]~~ and a centrifugal force clutch. ❖

37. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein ~~in a force-flow direction,~~ an external starting element is arranged downstream of ~~after~~ the housing, such that the drive input shaft (1) is ~~in fixed connection~~ fixedly connected with a crankshaft of a drive engine. ❖❖

38. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein starting takes place by ~~[[a]]~~ engagement of one of the ❖

five shift elements of the transmission, and a crankshaft of a drive engine is permanently connected to the drive input shaft (1). ❖

39. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 38, wherein one of the first brake (04), the third brake (03) ~~[[or]]~~ and the second clutch (16) is used as ~~the shift~~ a starting element. ❖

40. (WITHDRAWN) The multi-stage transmission according to claim 26, wherein a torsional oscillation damper is arranged between a drive engine and the transmission.

41. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein a wear-free brake is arranged on at least one of the at least six rotatable shafts. ❖

42. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 41, wherein a wear-free brake is arranged on at least one of the drive input shaft (1) ~~[[on]]~~ and the drive output shaft (2). ❖

43. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein an auxiliary drive output is arranged on at least one of the at least six rotatable shafts to drive an additional aggregate. ❖

44. (WITHDRAWN) The multi-stage transmission according to claim 43, wherein the auxiliary drive output is arranged on one of the drive input shaft (1) and the drive output shaft (2).

45. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26 wherein the ~~at least~~ five shift elements are formed as one of change-under-load clutches ~~[[or]]~~ and brakes. ❖

46. (CURRENTLY AMENDED) The multi-stage transmission according to claim 45, wherein ~~one or more~~ at least one of disk clutches, band brakes and conical clutches are used as the five shift elements. ❖

47. (CURRENTLY AMENDED) The multi-stage transmission according to claim 26, wherein ~~one or more~~ at least one of form-enclosing brakes and clutches are provided as the five shift elements.

48. (CURRENTLY AMENDED - WITHDRAWN) The multi-stage transmission according to claim 26, wherein an electric machine is connected to at least one ~~or more~~ ~~of any~~ of the at least six rotatable shafts as at least one of a generator and ~~[[as]]~~ an additional drive machine.

49. (NEW) A multi-stage transmission of planetary structure for a motor vehicle comprising:

a drive input shaft (1) and a drive output shaft (2) arranged in a housing,

first, second and third gearset assemblies (P1, P2, P3); and

five shift elements consisting of only first, second and third brakes (04, 05, 03) affixed to the housing and only first and second clutches (13, 16);

the second and the third planetary gearset assemblies (P2, P3) are located adjacent an output shaft end of the transmission;

the first planetary gearshset assembly is located adjacent an input shaft end of the transmission;

the first and the second clutches (13, 16) and the first and the third brakes (04, 03) are located between the first and the second planetary gearsets (P1, P2), and

the second brake (05) is located adjacent the input shaft end of the transmission, and the input and the output shafts, the first, the second and the third planetary gearset assemblies and the five shifting elements are interconnected so that the selective engagement of desired pairs of five shift elements will result in seven transmission ratios between the drive input shaft and the drive output shaft in which the seven transmission ratios comprise six forward gears and one reverse gear.

50. (NEW) multi-stage transmission of planetary structure for a motor vehicle of claim 49, wherein:

the drive input shaft (1) is connected directly to a first one of a sun gear wheel and a web of a first planetary gearset assembly (P1), a second brake (05) facilitates connecting a second one of the web and the sun gear wheel of the first planetary gear set (P1) with the housing,

the second shaft (2) is connected to an annular gear wheel of the second planetary gearset assembly (P2) and to a web of the third planetary gearset assembly (P3) and forms an output drive for the multi-stage transmission,

the third shaft (3) is connected to a web of the second planetary gearset assembly (P2) and to an annular gear wheel of the third planetary gearset assembly (P3),

the fourth shaft (4) is connected to a sun gear wheel of the second planetary gear set (P2) and to an annular gear wheel of the first planetary gearset assembly (P1),

the fifth shaft (5) is connected to one of the web and the sun gear wheel of the first planetary gearset assembly (P1), and

the sixth shaft (6) is connected to a sun gear wheel of the third planetary gearset assembly (P3), such that

the third shaft (3) can be coupled to the housing by a third brake (03), the fourth shaft (4) can be coupled to the housing by a first brake (04), a first clutch (13) couples the input drive shaft (1) to the third shaft (3), a second clutch (16) couples the input drive shaft (1) to the sixth shaft (6), and the second brake (05) couples the fifth shaft (5) to the housing.

51. (NEW) The multi-stage transmission according to claim 49, wherein the first planetary gearset assembly is a positive planetary gear set and the second and the third planetary gearset assemblies (P2, P3) are negative planetary gear sets.